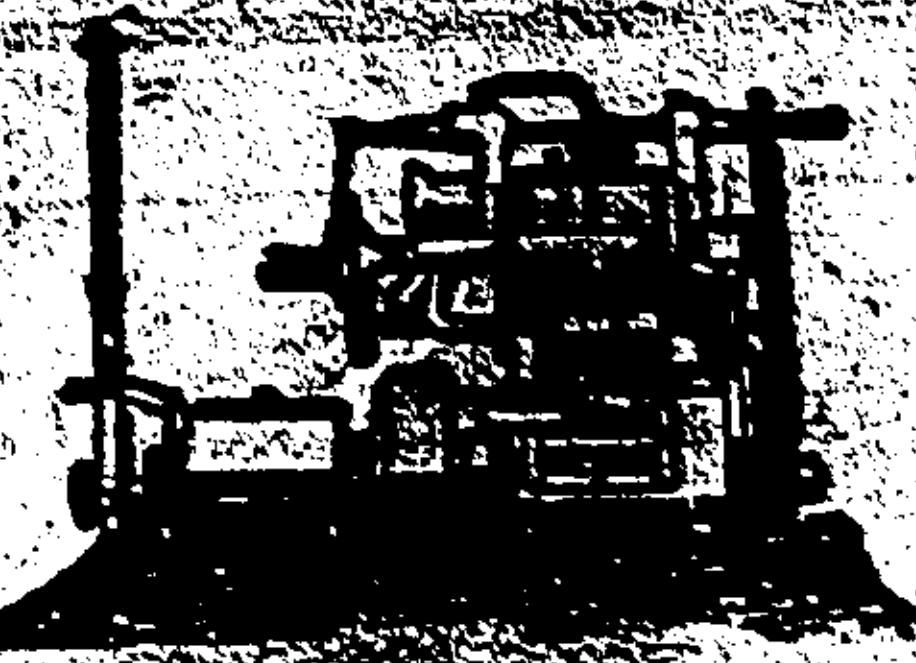


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SCIENCE IN WAR

BATTLES UNDERGROUND.

A correspondent of the Sydney
Herald writes—

To chat with Lieutenant-Colonel (Professor) David, C.M.G., D.S.O., Chief Geologist to the British armies on the western front, to be carried with him on the wings of science out on to the battlefields, to enjoy the intimacy and encyclopaedic range of his talk about scientific wonders in regard to which hitherto you have been blindly groping in the dark, if you have not been entirely ignorant of them—it is all a delightful experience. There is a fascination not only in his theme but in his conversation. The dry bones of geology, for instance, he robes with a picturesque dressing which persuades the conviction that scientists can be at times delightfully interesting to the lay mind. Sitting in his office at the University recently, Colonel David took up the thread of the story published on Anzac Day.

"While," he said, "during the earlier phases of the war, by land or by sea, little attention was at first paid to the importance of scientific investigation and discovery it daily became more apparent as the war progressed that scientific invention, far from being an almost negligible factor, was of the most vital consequence, especially in the matter of anti-submarine devices. Mention may here be made of the fact that the actual work of firing the 19 immense guns at Messines was arranged almost entirely by Major R. V. Morse, D.S.O., an engineer in the New South Wales Government Tramways Department. The firing was actually done with machinery which he had taken with him from Sydney. He and his company did invaluable work along the whole of British front, from Nieuport, on the sea, to the Somme. All the principal tunnels for mining, subways, some of them over half a mile in length, for the delivery and transport of infantry, and hundreds of deep dug-outs for the accommodation of infantry, were electrically lighted, ventilated, and kept dry with electrical pumps by means of machinery taken from Australia. The work of maintaining the electric cables, which were constantly being broken by German shellfire, was naturally very hazardous; but, nevertheless, even in cases of such heavy barrages as the enemy put over at Givenchy—the key to the important town of Bethune—the broken wires were always repaired without any loss of time. Had this not been done the electric pumps would have been permanently out of action, and the vast underground workings, which alone helped us to retain our hold of Givenchy, would have been quickly inundated. Major Morse was specially complimented for the fine work of this kind done by his company at the taking of Vimy Ridge on April 9, 1917; at the taking of Messines on June 7th, 1917 and during the heroic defence of Givenchy through out the summer of 1918.

"THE EARTH-LISTENER." Colonel David went on to speak of the geophone—"the earth listener." His story is best told in his own words:—"In regard to the taking of Messines, it may be mentioned that the success of the British mining was due largely to the high pitch of perfection to which the art of listening underground, so as to locate the exact position of the enemy counter-mines, had been carried. The work of deciding by experiment what was the best type of listening apparatus, and of then instructing the officers, the non-coms., and the men of tunnelling companies in the use of such apparatus was entrusted entirely to Major J. A. Pollock, F.R.S., Professor of Physics at the University of Sydney, as far as the second British army, which conducted the attack at Messines, was concerned. He organised an experimental laboratory, and training school near Poperinghe, to the west of Ypres. From there, as a centre, he would make frequent visits to our front line tunnels in the Ypres salient, in order to test his listening apparatus practically.

HOW IT ORIGINATED. "The best type of listening apparatus," Colonel David tells you, "was known as the geophone. The principle of this is stated to have been discovered accidentally by a French tunneller, who had gone to sleep with his head close to his tin water-bottle—known as Bidon by the French—the bottle, the tin being partially filled with water. He awoke with his ear to the bottle, and distinctly heard sounds of the enemy working with the pick in a counter-mine. He raised his head and listened, and could then hear nothing. Upon replacing his ear on the water-bottle he again heard sounds distinctly. This experience having been confirmed by his officer, the matter was reported to headquarters, and experiments were at once made with various liquids. It was found eventually that the best results were given by mercury. In the delicate listening instrument, the geophone, the mercury was enclosed in a small cylindrical box, shaped like the case of an aneroid. In order to use this instrument the operator would place it in contact with the rock or clay, as the case might be, of the end or side, or floor of the tunnel and would insert in his ears small rubber tubes, which connected with the case of the geophone. The instrument was exceedingly sensitive, even to the faintest sounds; and although the enemy attempted to make his mines as noiselessly as possible, he could be heard distinctly, often at a distance of 300ft. or more in the solid chalk rock, or at a distance of from 150 to 200 feet in clay. The first observation, if successful, would show exactly from what direction the enemy mine was approaching."

SCIENTIFIC TRIUMPH. "But it would not give the exact distance of it away from the observer. The difficulty was surmounted. "In order to get the distance," says Colonel David, "it was necessary to move the geophone to another part of the tunnel or to a neighbouring tunnel, and listen again, and determine the direction to the enemy's mine from this second point. These first and second points where the observations were taken constituted the ends of a base line, the exact length of which could easily be calculated; and the point where the two directions in which the enemy was heard tunnelling, intersected, would show the exact spot where the end of the enemy's mine was at the time situated. In order to make the determination still more accurate, the geophone was often moved to a third place, and a third observation was taken. If the direction obtained from this third observation also passed through the point of intersection indicated by the first and the second observations, the proof was clear that the enemy had been located with great accuracy; and within four or five feet of the distance of about 300ft. away only were the German engineers

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SPY TRIAL DRAWS

MISERABLE WOMEN IN ELEGANT ATTIRE.

When the trial by court-martial of the 23 men and women accused of having denounced residents of Leuven and other towns to the Germans and causing several to be shot was resumed in Paris recently the reading of the indictment of 160 pages, was completed. Several of the accused appeared to be more cast down than yesterday. There is no doubting the misery depicted on their faces. The women arrest attention. Some are elegantly attired and have shown good taste in the selection of their millinery; others are bareheaded and modestly clad. Thomas, a German police agent, who is alleged to have recruited some of these unhappy people to do his bidding, is a thick, square-jawed man. His attitude is one of unbending rigidity. In marked contrast is Toque, the principal accused. He is a small man, dark and bald, and does not look as clever as his many-sided activities on behalf of the German Army of Occupation—he is alleged to have been the brain of the espionage movement and one of the leading contributors to the *Gazette des Ardennes*—might lead one to suppose. His wife, Alice Runtz, is young and dark and very stylishly dressed. Equally stylish is Gabrielle Lambert, the mistress of Thomas, who is alleged to have given her father-in-law away. Two women who weep continuously are the German Kellenbach and Marguerite Girardeau. There is a Junoesque attitude about Alice Aubert, to whom is attributed the most odious crimes. The indictment alleges that it was through her action that a Mayor and his assistant and several soldiers were shot. Not a muscle in her face moves as the reading of the indictment proceeds. Altogether something like 200 witnesses will be heard in this sordid affair.

and men trained by Major Pollock, but also all those of the Canadian and the Imperial companies who took part in the making of the Messines mines. UNDER THE ENEMY'S TRENCHES. Colonel David spoke of certain other special apparatus used by the Australian Mining Corps. "Before leaving Australia in February, 1916," he said, "Captain Stanley Hunter, of the Geological Survey of Victoria, designed some powerful drills to be driven by hand. They were known as wombat drills, and were manufactured partly in Melbourne and partly in Sydney. Many of them were made at the Government tramway workshops at Randwick. They were capable of boring holes six inches in diameter to a distance of 200ft. in a horizontal direction, and to a distance of at the least 300ft. vertically. Prior to the capture of Vimy Ridge on April 9th, 1917, Captain Hunter put in five of these bores from the ends of the long tunnels or subways where infantry were lying in wait to open a great attack. These subways had been tunnelled out of the solid chalk with about 30ft. of cover over them. The subways, preparatory to the boring, were inclined upwards at their blind ends until the cover was reduced to about 16ft., and then a chamber was excavated to the size of about 6ft. by 7ft. Wombat boring machines were then introduced, and six bores were made to a length of about 200ft. in No Man's Land up to, and in some cases under the enemy's front trenches. The total time occupied in boring was about two days. The bores were then loaded with cartridges 5 1/2 in. in diameter, charged with a high explosive, ammonal. Of these five bores, three were specially utilised, chiefly near Neuville St. Vaast. The cartridges were fired at zero very early in the morning of April 9th, and the explosions formed instantly wide trenches like small railway cuttings, 25ft. wide at the surface, 14ft. deep, and about 255ft. long. These lines formed deep protecting trenches for the troops, who now swarmed out of the ends of the subways, and the leading troops attacked through them, reaching the enemy's trenches with very little loss indeed. The enemy on this occasion made so little resistance that the remainder of the troops had no need to get under cover, but went straight over the top. The official report on the result of these boring operations at the time was that they had been successful in securing a line of communication for the troops, and that the enemy had been forced to retreat from the front of an

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THE AMERICAN THREAT IN ASIA.

The other day there appeared in the *New York Times* an article by Lieutenant-General Sato, in which he described how Japan had been repeatedly under the necessity of rushing into China to protect the country from other people. He further develops this theme in an article in the *Oceanic Asia*, reaching the logical conclusion that Japan must get into China and Siberia as well quickly and completely, in order to keep out for good the incursions of America, which are more dangerous than any of the previous perils from which Japan has saved China.

It comes to this in the final analysis, that the cause of the great war was a clash between two parties of capitalists. What we call militarism, navalism, and commercialism are all but measures for enriching and strengthening the country to which we belong. As a result of the war, the greatest part of the world's wealth has been absorbed by America. This accumulated wealth will be invested in Russia and China without fail, such investment, duly supported by force, is what I may call capitalistic imperialism. America is now very boldly pushing forward her capitalistic imperialism in the East, at the same time she is gaining the heart of the people by peaceful methods, and contributing to civilisation and justice. Japanese and Chinese are of the same race and civilisation, and are bound to stand and fall together. Though in such a close relationship with our neighbour, we have done nothing to enlighten China by civil undertakings. In such circumstances, relations between Japan and China necessarily become more and more estranged, and Japanese businessmen sustain heavy losses in consequence.

It is most urgent now the war is finished that we consider how to protect ourselves against the attacks of capitalistic imperialism. We should though very late in the day, take steps for guiding the Chinese in civilisation, and cultivate a firm and permanent friendship, but we cannot expect to reap good results thereby in a short period. It is, of course, necessary to augment our military and naval strength to resist invasion, but that involves great expense and time, and cannot be realised at once. Taking these considerations into account, we find it both urgent and imperative to reconstruct the nation. As reconstruction does not mean a complete recasting of the nation, it may easily be realised in a comparatively short period if the nation is in earnest. To begin with, I should like to advise the nation to carry the following three measures into effect:

(1) The nation must act up to the true principles of universal conscription. Next time we take up arms at least one-third of the male population should be prepared to stand at the front. The nation is becoming effeminate at present, and is physically deteriorating, while British and Americans have very strong constitutions, and have become very courageous through the war. In order to face them, therefore, we must encourage military training at schools and regard all the schools as so many barracks. That the Japanese people, lack public spirit and power of acting in unison is chiefly due to the absence of training in discipline and courtesy. Military training at schools is necessary to cure these defects.

(2) Continental development of the nation is important. The Japanese population is increasing by over 600,000 every year, and we must plant the surplus population somewhere. America and the British colonies, however, are closing their doors against immigrants, and we cannot be particular about where we go. We should go to China, Siberia, and everywhere, and thus effect a continental development.

(3) We should give international education to the nation. The present Japanese nation knows very little of foreign languages, customs, and manners. In fact the present state of our country is like that of an *etio* village. It is no wonder that our delegates could not take active part in the Peace Conference. If things go on as at present, Japan must suffer the pain of international isolation. If her army and navy be very strengthened it may be all right, but as far as she must maintain her prestige by diplomacy, it is absolutely necessary that she should give international education to the nation.

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San Francisco, June 27.—The use of Government radios for the transmission of news to foreign countries is to be advocated by the San Francisco Chamber of Commerce. This was decided at a meeting of the Foreign Trade Committee to-day.

In view of the fact that the Associated Press is at the present time unable to inaugurate a service to Manila, since the necessary transmission facilities by wireless are in control of the Navy Department and therefore could not be used commercially, it is being suggested to the State and Navy Departments that until private news associations are afforded adequate service across the Pacific, the Government itself should undertake this task.

The Foreign Trade Department of the Chamber has gathered data upon this subject, showing that little or no cost would be attached to the undertaking. At the present time the Government radios are used for flashing messages to various warships and for other strictly governmental purposes. The idle periods could well be utilised in the sending of news to Japan and Manila, from which latter place it could be distributed to China, which at present has no radio station.

Only through a service of this kind can the people of the United States and the people of the Far East be kept in touch with each other, become familiar with the

sentiment and conditions and avoid the misunderstandings which must result from ignorance and the misrepresentations which have been and are being made by special interests.

The situation in China is complicated by the fact that not more than one newspaper in the entire country is in a position to pay a fair share of the cost of delivering a news service from the United States. The additional use of the Government radio at practically no cost would be of immense advantage to the United States, commercially and in every other way. At the present time, news is disseminated only through Japanese and British sources, and it is only natural that news from this country would not receive the prominence or faithful reporting that would be possible through wireless under United States supervision.

Reports are received that the State and Navy Departments are favourably considering this innovation and that the State Department has already formulated a recommendation on the matter.

Newspapers in foreign countries would be vitally interested and eager to receive direct radio reports from this country and it would eliminate to a great extent many false impressions which exist in the minds of the people of China, Russia, Siberia, etc. Next to personal contact, newspapers are the most valuable means of cultivating relations and this service, when inaugurated, will give all news papers the best and up to date information direct from this country.

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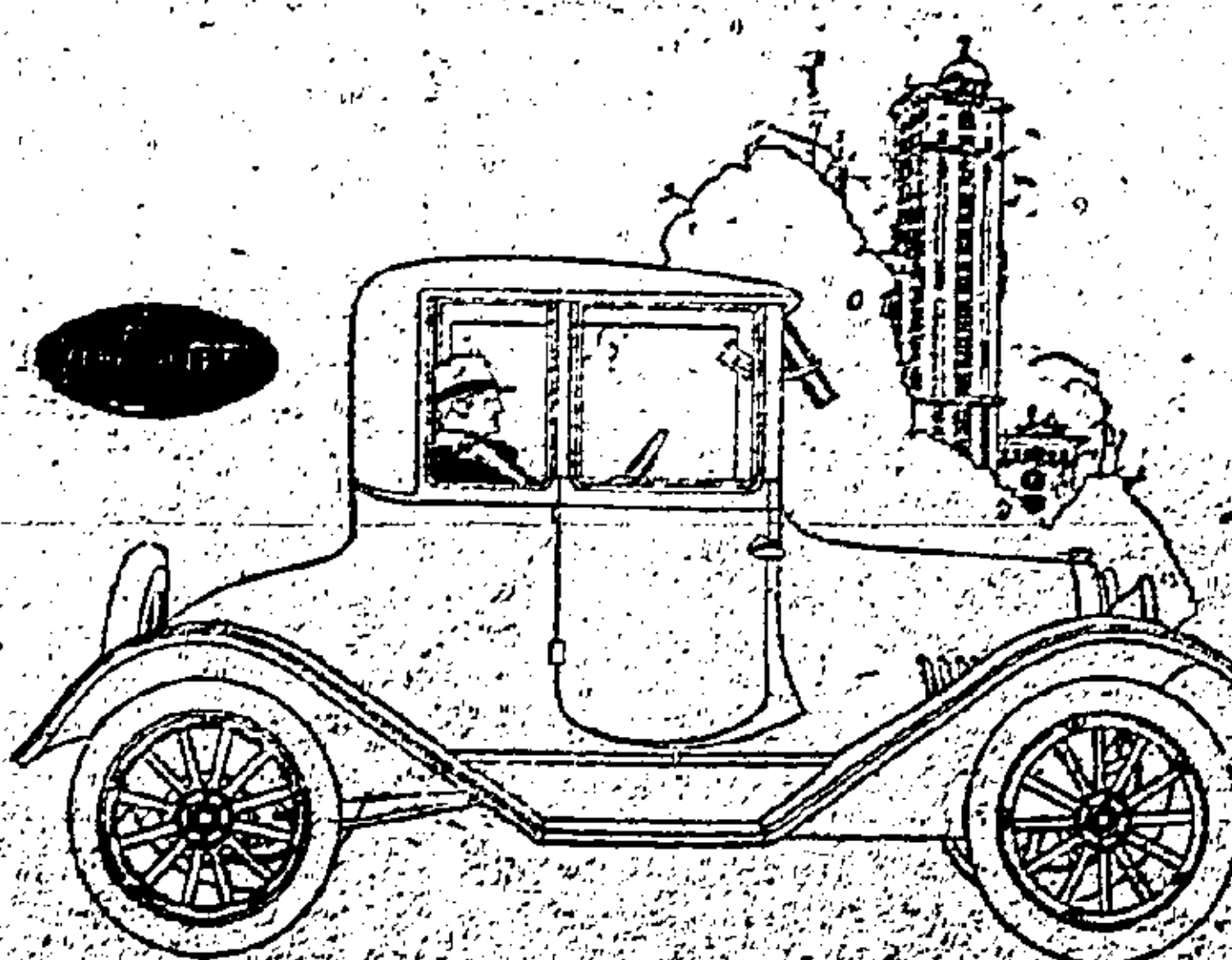
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ABSOLUTELY WATERPROOF.

WE NOW UNDERTAKE TO
RESOLE MEN'S, WOMEN'S,
AND CHILDREN'S BOOTS
AND SHOES WITH THIS
MOST DURABLE OF
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LANE, CRAWFORD & CO.

SPARKLING MINERAL WATER.

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AN EXACT REPRODUCTION OF A WELL-KNOWN
SPA AT HALF THE PRICE. BLENDS PERFECTLY
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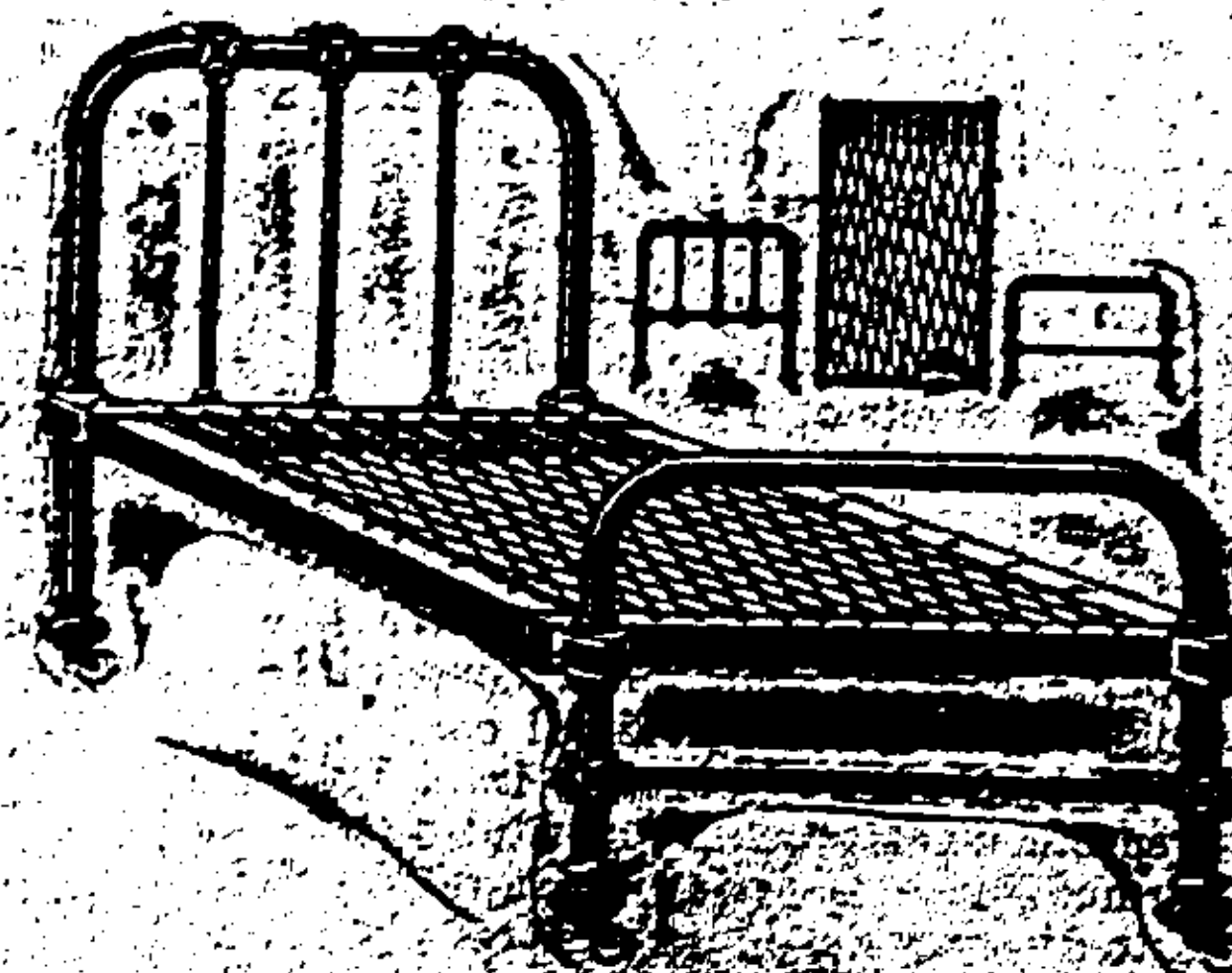
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250 Three Part Combination
Bedsteads with patent non sagging
springs.

Size 6½ x 3 in Black Enamel
To be cleared at \$16.25 each.



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Bedsteads with patent non sagging
springs. English Manufacture in
White Enamel

Size 6½ x 3

To be cleared at \$16.25 each.

REMEMBER
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FOR

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

HIGH PRICES OF RICE. THEIR CAUSES EXPLAINED.

FRANK OPINION OF
JAPANESE HOUSE.

(*Hongkong Telegraph*) Special.

There are many in the Colony who are obsessed with the view that the Japanese have been largely instrumental in bringing the rice situation to a serious head. Some wild reports of the manipulations of the Japanese have gained wide currency, as have stories of the tactics that Japanese rice-exporting houses are alleged to have adopted in boosting prices. One such story accused the Japanese of continually buying and selling to Chinese and giving the latter such handsome profits on their purchase price that they induced the Chinese merchants to come in again after the disposal of their stocks, thus helping to establish a higher level of prices.

In view of the conflicting reports of the machinations of the Japanese merchants in the local rice trade, we thought it advisable to get a frank view of the whole matter from a reliable Japanese firm in Hongkong, which is greatly interested in the export of rice, and it is principally through the courtesy of its manager that we are to-day in a position to present this view.

The Manager, in opening the conversation said: "We are doing business in the ordinary way according to the instructions of the Japanese Government. We are buying for the Japanese Government. The Superintendent of Imports and Exports has renewed most of our permits, while some of them are under consideration. I should say he has not been very strict with us. Rice-exporting is the foremost business of Hongkong. We cannot do any business except with Japan. Suppose any orders come from America we cannot entertain them."

"Why?" asked the interviewer. "Because the demand from Japan is so acute that every available quantity of rice must naturally be tried to be shipped to Japan."

"I wish to emphasize," said our representative, "one point to you. I have read that Japan is exporting rice to-day." "Oh, no, no. We used to get our rice from Japan. We are accustomed to eating Japanese rice. We have now to live on Chinese and other foreign rice. We do not like it, but we are compelled to consume it. The demand for rice in Japan is very acute. Japan does not import rice to trade in it, but for her consumption."

"What is the quantity of rice at present awaiting shipment to Japan?" "The Japanese merchants have about 15,000 tons of rice in stock for export to Japan."

"Is it true that you are exporting rice to Vladivostok?" asked the interviewer.

"No. It is impossible. We have not sent a grain of rice to Vladivostok."

"What is the present volume of rice exports from Hongkong to Japan?"

"That is a very difficult question. The deficiency of rice in Japan is so great that you cannot satisfy that country, so that any quantity available will be shipped to Japan. I would say that there are 70,000 tons short in Japan. This is the monthly deficiency, which means eight lakhs of tons annually."

"What is the quantity of rice shipped from Hongkong to Japan direct?"

"The Japanese shipped about 15,000 tons of rice to Japan last month. That is not sufficient."

"What about Shanghai?" asked our representative.

"Some rice has been exported from Shanghai under special arrangements between the Chinese and Japanese Governments. I wish to explain why the demand from Japan accumulated in Hongkong. It is because Saigon exports have been restricted. Otherwise Japan would have purchased direct from Saigon. She has now to fall back upon Hongkong, as she is getting very little from Saigon."

"You expect the new crop in Japan very soon," remarked our representative.

"Yes, in October or November. The prospects are yet unknown. We have not passed the critical stage in the crop when storms and rain may destroy the whole crop. These usually occur about next month, and until the crisis is passed we cannot make any forecast. If the crop proves to be satisfactory, the demand for foreign rice will naturally decrease. That's what we expect."

"Are Japanese merchants speculating in rice in Hongkong?" asked our interviewer.

"No. Japanese merchants only buy for the Japanese Government for immediate requirements. They are not cornering the stocks at all."

"Do you buy all the stocks that come in daily or weekly from Saigon and thus compete with the Rice Controller?"

"No. These cargoes are put up for open sale when everybody can bid, and we get generally a part of it, and not the whole. We never try to secure the whole of them. It is impossible."

"How long have you been buying rice for the Japanese Government?"

"Since the middle of last month. We are authorised to buy a certain quantity."

"How much have you purchased in the open market since?" asked our representative.

"We have bought about 20,000 tons in Hongkong. Others, and I mean other Japanese firms, have purchased 20,000 tons more, making altogether 40,000 tons."

"Can we safely state that owing to the pressing demand for rice from Japan, the local prices have jumped so high?"

"No. What aggravated matters was the demand from Ceylon and Europe, which countries came into this market for rice at the same time as Japan. That is one reason for the rapid advances in prices."

"You have been accused outside of manipulating the market by giving the Chinese rice merchant big profits on his stocks, buying them and then re-selling to him, and again re-purchasing them at a higher price, thus helping to stabilise the higher prices."

"That is absolutely false. I will explain to you. Before we received the Government orders from Japan we had been buying rice for our own branch office in the United States, but we had to re-sell it here owing to the wide fluctuations in the rates there. Prices in America at the time were at a disadvantage, and we had to sell here. After that, we received an order from the Japanese Government and that very cargo we had to buy back at a higher rate. This does not mean that we have been taking profits. We are not interested in the local rice market in any other way."

"Do you think that the prices of rice in Hongkong are unnecessarily high?" enquired our representative.

"No, I do not think so."

"Why?"

"I should say that prices in Saigon are unnecessarily high, and the Hongkong market is just following the Saigon market. The reason why the Saigon

market is so high is that export licences are very expensive. Licences to export rice from Saigon have been granted by the Government of Saigon to very few dealers and these dealers sell their licences at exorbitant prices. The value of the licence has advanced to just the cost of rice. If rice in Saigon cost 8 piastres, the fee for a licence is 8 piastres, altogether, the cost amounts to, for instance, 16 piastres f.o.b. Saigon. This is abnormal. Also, exchange from Saigon to Hongkong has advanced rapidly, from about 4 to 40 per cent. recently, on account of money being tight in Saigon. There is no cash in Saigon because there are no imports into the country. That is the reason why cash is not coming into the market there. Somebody in Saigon has apparently formed a syndicate to sell licences. We buy from them the rice and the licence. But for these wretched licences the price of rice would not be so high. Supposing the price of rice is \$15 per picul. The price of a licence is likewise, so that the consumer instead of having to pay \$15 pays \$30."

"Have you any criticisms to offer against the Hongkong Government's rice scheme?" asked our representative.

"The Government scheme does not affect us."

"Why?"

"Because, so far they have allowed us to ship our purchases made here. Their restrictions are not strict."

"You do not handle transshipment cargoes of rice?"

"We do, of course, but there are no restrictions whatever against transshipment of rice. For every transshipment cargo of rice we get a certificate from the British Consul at Saigon or any port of shipment. With this certificate we can re-ship without any hindrance. As I have said, we are not experiencing any difficulty in handling transshipping cargo."

"Are you desirous of seeing the present prices maintained?"

"If we can, we like to keep market prices down. We are not trying to put up the prices. On the contrary, we try to put them down, so we are buying slowly. Sometimes we have to pay very high rates owing to competition. There are many buyers besides us. Our connections with the Hongkong Government have been very smooth, and we have no complaints to make against them. I may mention that some of the Japanese merchants have sold a portion of their stocks to the Hongkong Government."

RICE SNATCHERS.

A Chinese was to-day sentenced to six weeks' hard labour for snatching a bag of rice from another man in Bonham Street yesterday. The man said that a rice shop in Bonham Street was looted yesterday, and he obtained the 150 catties by sweeping together the rice which was scattered all over the street. The Magistrate, in passing the sentence, said that there was no excuse, as free congee was being distributed by the Chinese gentry. For a like offence, another Chinese received six months. He snatched a bag of rice containing 47 catties, from a Chinese woman who was carrying it on her shoulder in Morrison Street yesterday.

CHILDREN'S CONSTIPATION.

BABY'S OWN TABLETS A SAFE AND SIMPLE REMEDY.

The careful mother will always safeguard her infant or young children against constipation. Care in feeding and the administration of Baby's Own Tablets when necessary are the best means of prevention and cure.

Mrs. Albert Grout, of 512 Smith Street, Providence, Rhode Island, writes:—

"My baby was so constipated that I did not know what to do for her. Then I learned of Baby's Own Tablets and since she has taken them she has been entirely well. I am glad to recommend the Tablets to all mothers and would not think of being without them myself."

To mothers everywhere Baby's Own Tablets, the Canadian children's remedy, are a real friend. They are equally harmless and helpful to the youngest infant, as to the child of 8 years or more, are a specific for indigestion, colic, diarrhoea, simple fever, make feeding easy, promote peaceful sleep, and good appetite, drive out worms. Obtainable from chemists, also at 60 cents the value of free from the Dr. Williams' Medicine Co., 35 N. 9th Street, New York.

DAIRY FARM NEWS.

KIPPERS KIPPERS

JUST RECEIVED

A New Shipment direct from Scotland

65 cents per lb.

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY, LIMITED.

TYPEWRITERS.

NEW SHIPMENT OF
UNDERWOOD AND REMINGTON

TYPEWRITERS

EVERY MACHINE IN PERFECT RUNNING ORDER

\$100.00 each

We have also received a Shipment of Remington Two-colour Ribbons

\$1.25 each

THOMAS W. SIMMONS & CO.
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CAL-PA-CO

PURE MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION

CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

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GERIN, DREVARD & CO.
HOTEL MANSIONS

Pictures that are different

It is the mission of modern Cinematography to interest and instruct as well as to amuse. The following is a programme that drew crowded houses in both New York and Chicago.

1. **The Real Roosevelt.** A film that should appeal to Britons the world over as leading to a clearer understanding of the Great Man who told us of our shortcomings so frankly in his famous Guildhall speeches and who stood so fearlessly our friend when things were at their worst in 1915.
2. **Bainey's "Heart of the Jungle."** Four wonderful reels among the wild beasts in Darkest Africa. Lions shot within a few yards of the Camera. Lion versus Dog. Elephants, Zebras, Giraffes and Hippopotami in their native haunts, ignorant of the close proximity of the man with the Camera.
3. **Coney Island.** A joyous ten minutes on New York's favourite play ground. A film that for sheer life and vivacity has never been beaten.

This altogether novel programme will

be shown for three nights at

THE CORONET

at both shows, Commencing August 6th.

If you believe in better pictures, you will

make a point of giving your support.

Usual Prices

A CHOLERA SCARE. SUSPECTED CASE ON MACAO BOAT.

Considerable excitement was caused amongst the passengers who were due to return to Hongkong from Macao by the Bat Tai yesterday morning, it being just before the Bat Tai was due to leave for Hongkong that a case of cholera was reported on board.



TUBULAR TIES

In a large variety of colours and shades to suit every taste. These ties slide easily over the folds of stiff collars and are very comfortable with soft double collars.

\$1.00

Tubular Washing Ties

neat stripes

40cts. each, 6 for \$2

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Commences on Tuesday August 5th 1919
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BLOUSES, DRESSES, SKIRTS, HATS
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Special Bargains in the Children's
Department.

SPECIAL!

Oilskin Raincoats
in all sizes.

Slightly damaged at \$4.50 each.

"ESTEY"

PIANOS

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JAMES STEER.

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CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL

INSTRUMENTS REPAIRED UNDER MY

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SAILINGS FOR
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S.S.	leave Hong- kong a/c out	Due Marseilles about	Due London about
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COYOTA	26th August	28th Sept.	7th October.
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FOR SINGAPORE, COLOMBO & BOMBAY.			
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FOR SINGAPORE, PENANG, RANGOON & CALCUTTA.			
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SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

SUWA MARU (Omit Shanghai) Tuesday, 5th Aug., at 10 a.m.
KASHIMA MARU (calling Manila) Saturday, 23rd Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.
KITANO MARU (calling Malacca) Friday, 8th Aug., at Noon.

INABA MARU Friday, 22nd Aug., at Noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU Wednesday, 20th Aug., at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.
JOTOMI MARU Sunday, 10th Aug.
CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGU MARU Saturday, 23rd Aug., at 11 a.m.

SHANGHAI, KOBÉ & YOKOHAMA.
ITO MARU Wednesday, 6th Aug., at 11 a.m.
HWAHWA MARU Wednesday, 6th Aug.

KOSOKU MARU Wednesday, 13th Aug.
ATSUTA MARU Thursday, 21st Aug., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc.).
AWA MARU (London & Antwerp) Mon., 4th Aug.

TAJIMA MARU (Marseilles & Liverpool) Middle of Aug.
For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

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SAN FRANCISCO LINE

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FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers From Hongkong.

SHINYO MARU 15th Aug. "Omitting call at Shanghai."

PERSIA MARU 28th Aug.

KOREA MARU 10th Sept. "Omitting call at Shanghai."

NIPPON MARU 25th Sept.

YENYO MARU 2nd Oct.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALIDO, CEBU,

BALEBA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers Leave Hongkong.

ANYO MARU 10th Sept.

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Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager, KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

S.S. "BINTANG"

Will be despatched as above on or about

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For freight apply to—

JAVA-CHINA-JAPAN-LYN

Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

15,000 tons, American Registry (10,000 tons, American Registry)

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"NANKING" "CHINA"

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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Prince's Buildings, Ice House Street, Tel. 1934.

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For Steamer Sailing

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For particulars of sailings, shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK ONE LTD.

General Agents

Telephone Nos. 1919 & 1920.

SHIPPING NEWS

ALBERT DOCK EXTENSION

The announcement that the

new Albert Dock extension will

be completed to the stage when it

can be opened for traffic within

the next two or three months has

been received with much satis-

faction by those having experi-

ence of the delays in handling

traffic consigned to the port.

Conditions must certainly under-

go improvement when the new

dock is opened for traffic. An ad-

ditional 68 acres of water area and

a depth sufficient to accommodate

the largest vessels coming to

the port will be at the service

of shippers, and the additional

quay space and warehouse

accommodation should relieve

the strain on the port storage

facilities arising from the inabil-

ity of the railways to effect rapid

clearances. It is contemplated

that an additional dock of about

125 acres area, with a depth of 45

ft. and some three miles of quays,

will be ultimately provided on the

north side of the existing Albert

Dock extension. Good progress

is also being made with the new

two-storey jetty at Tilbury which

has been specially designed for

the rapid discharge of vessels into

railway trucks, barge or covered

storage.

THE SUEZ CANAL

The annual report of the Suez

Canal Company was presented to

the shareholders at the sixty-fifth

general meeting, held in Paris on

June 16. The management

decided, in fixing the dividend to

be distributed this year, to make

use of the reserve, prepared for

certain contingencies and to use

the balance that 1917 had left as

legacy to the year 1918 and to

distribute a net dividend of 100f.

The total receipts for 1918 reached

92,969,910f. 97c., showed an

increase of 20,950,833f. 12c.,

as compared with the total re-

ceipts for 1917. The increase in

value of transit dues amounted

alone to 19,328,595f. 61c., and

accessory receipts were all

advancing. The general maritime

movement of 1918 was represented

by the passing through the

Canal of 2,522 ships of altogether

9,351,601 tonnage. In comparison

with 1917, this is an increase

of 169 ships and 882,683

tons (i.e., 10.54 per cent.),

but in comparison with the last

report of normal years, that of

1913, there is a decrease of 2,363

ships and 10,782,283 tons, viz.,

53.82 per cent. In 1918 the traffic

under ballast was 2,582,705 tons

burden; that is, 27.92 per cent.

of the general traffic. The abolition

of the reduction of 2f. 50c.,

formerly allowed to ships in ball-

ast, had produced an increase in

the receipts of 6,456,765f. Alto-

gether receipts for transit had

reached in 1918 a total of 83,404-

253f. 57c., against 74,075,639f. 96c.

in 1917. In this total the share

due to the various increases of

tariff made since 1916 represents

about 27,274,000f.

SHIPPING SALES.

A brisk demand continues for

all classes of steam tonnage (says

the Journal of Commerce) and with

sellers still assuming an attitude

of strict reserve, only advanced

prices meet with any success in

negotiations. Bristol Channel

buyers are as keen as ever and

have recently bought the Tweed-

dale for £150,000, Sizemore Castle

for £125,000, also the Dailwen and

Albion at prices which have

not transpired. That other ports

are also keenly interested, how-

ever, is indicated in the pur-

chase by Messrs. Wm

AND WORLD TRADE

THE GERMAN PRESS

A special correspondent of the *Herold* writes: "A number of important German newspapers, such as *Der Reichsboten*, *Deutscher Anzeiger*, *Handel*, and *Hansa* are full of indications that leading shippers and exporters are determined to have a share of the trade of the world in the very near future, and to adopt every measure calculated to bring this about. Much of the talk is vague, boastful, ill-informed, and nonsensical, but under it all lies a cool determination to win back as much as possible of what has been lost. Dr. Hennig, a well-known national economist, writes to *Hansa* that the spirit of the German manufacturer, shipper, and seafarer is as proud and as buoyant as ever it was, and his skill and resourcefulness is inexhaustible. 'In a shorter time than most people expect we shall be out again sailing under our own flag in all the seas of the world and proving in every harbour there is no merchant in the world so honourable in his dealing, so dextrous in adaptability as the merchant of our German Fatherland.' There is a good deal of this writing scattered over the pages of the Press, and it is curious to note that the 'pride and buoyancy' of the writers are never more evident than when they are engaged in proving that the coming triumphs of Germany in world trade will be built upon the ruins of the old British supremacy.

GERMAN SHIPPING.

A writer in the *Jahrbuch für Nationalökonomie* is jubilant over the destruction of British supremacy in shipbuilding and navigation and the growing maritime power of the United States and Japan. He acknowledges that the German submarines did not fulfil all expectations, but they served their purpose well so far as the destruction of cargo space was concerned. "It will be long before England can replace the tonnage she has lost and in the meantime her carrying trade will be captured by the United States." The writer gleefully adds that as a matter of fact the new tonnage built by America and Japan increases the damage inflicted by the German submarine campaign on the British marine, and strikes another deadly blow at the British supremacy of the sea. "It is not improbable that in the very near future the American merchant fleet will equal, if not outnumber, the British." Danger to British maritime supremacy is also, according to this writer, to be apprehended from Japan, and to some extent also from Australia, which, we are informed, has drawn up a tremendous shipbuilding programme and has placed orders for ships in United States yards.

Writer after writer in the most sanguine manner alludes to the ease with which the activities of the German merchant ships may be resuscitated. A certain Herr Adolf Ferbach, writing in the *Kölnische Volkszeitung*, says "They (the Entente) may compel us to give up our ships on the plea that they are wanted to carry food, but the day is approaching when we shall be in undisturbed possession of our splendid vessels, and when the day comes we shall show our competitors what we can do. No measures to isolate us will avail; all the evil forces in the world will not succeed in boycotting us, and the common sense of the people of every nation will greet the great German ships, manned by honest men and laden with honest German goods, with the words, 'Let those ships pass!'"

The *Kölnische Zeitung* informed us lately that Germany is still the owner of 3,500,000 tons of merchant shipping which remain over from a pre-war total of 5,500,000 tons, and that if this is added to new construction of "at least" 1,000,000 tons, the entire mercantile fleet would approximate 4,500,000 tons. Here Ferbach, already cited, is confident that this enormous tonnage, now scattered in many ports, will be speedily regained by Germany, but the *Kölnische Zeitung*, as befits its staid character, strikes a graver note: "We cannot forecast what will really remain to us of this tonnage. We are regarded as debtors, and can only at best hope that the enemy will see that it would be unwise to make a debtor incapable of paying his debts. One thing we are certain that in our country we still possess the same energy and skill which have made Germany a great nation."

ATTEMPT TO THROW

EUROPEAN INTO FURNACE

On July 19, whilst the s.s. *Taming* was on the high seas, bound from Manila to Cebu, what amounted to a mutiny occurred, in an attack which three under-deck hands of the steamer made on the Third Engineer, Mr. L. Teyssandier.

From all accounts it appears that the attack was carried out in the engine-room, in consequence of an order given by the Third Engineer to a fireman. The latter came into the engine room and potted about for about five minutes, his actions being interpreted by the Third Engineer as looking for tools. Perceiving that the steam pressure as shown by the gauge was going down, the Engineer ordered the man back to his post. A Chinese greaser, who was also in the engine room, interfered, and taking the fireman by the arm, ordered him to go "top side." This injunction being contrary to his own orders, the Engineer naturally became heated and asked the greaser "who are you that you should give orders against mine?" Whereupon, the fireman, without any warning, seized the Engineer by the leg and with the help of the greaser and a coal-passer, held him helpless.

The greaser then brought up a spanner and attempted to strike the Engineer over the head with it. This attempt, if it had been successful, would of a certainty have killed the Engineer, but the latter moved his head to avoid the blow, which missed its aim and descended on the nape of his neck, paralysing him for the time being.

The assailants then dragged Mr. Teyssandier across the room to the stokehold, their intention being, it is alleged, to throw him into the furnace. However, it so happened that the Chief Engineer, Mr. T. W. Cowen, who was with the Second Officer on the top deck at the moment, heard the shindy and the yells of the assailants, which induced him to go down to investigate matters, and he was in time to prevent the assault from carrying out its purpose to effect. When the Chinese seaman saw the Chief Engineer coming to the rescue, they bolted up on deck.

The three men concerned in the assault were kept in custody, and the affair was entered by the master of the steamer, Capt. C. Plunkett, in his official log-book.

When the ship came into the Harbour yesterday the men were given up to the Police, and the case was put before the Harbour Master Captain Tylor, who considered it to be of a very serious nature and referred it to the Police Court Magistrate for trial.

When the case was opened before Mr. G. N. Orme at the Police Court to-day, Mr. D. J. Lewis, who acted for the prosecution, informed the Magistrate that the facts given in evidence would show that the three men nearly succeeded in what they were attempting to do, and that was to throw the Engineer into the furnace. As a matter of course, there was only a handful of European Officers and a large number of the Chinese crew on such steamers and the Officers would like the Court to assist them in maintaining the discipline of the ships by passing exemplary punishment on offenders as a deterrent to the rest. The attempt to throw Mr. Teyssandier into the furnace was a ghastly thing, and Mr. Lewis submitted that the Magistrate should consider on the evidence given the advisability of taking out a more serious charge than that of assault.

Evidence of the assault was given by Mr. Teyssandier. He stated that he received several bites and other injuries on his body inflicted by the three accused. As a consequence, there was a swelling on his right wrist which took a fortnight to heal. The doctor had congratulated him on the fact that he was lucky in coming out from his injuries with his life.

Witness then gave evidence from which the motive of the assault might be deduced. The greaser was formerly on the steamer *Chinbus* with witness, and during that time the greaser engineered an attack by some of the crew on the Second Engineer of the steamer. They were defeated in their plan by witness, who drove them back from the Second Engineer's quarters.

MYTHICAL LEGACY OF £25,000.

On the strength of statements that she had inherited £25,000 from her father, Nellie Flynn (48), a tall, slender, obtained £169 from two Marylebone ladies. When she was sentenced at Marylebone Police Court recently to eight months in the second division, evidence was given that she had lodged with the two ladies and had borrowed the money. Her father died at Margate in 1916, leaving £25,000, and she had claimed a share of the property.

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The assailants then dragged Mr. Teyssandier across the room to the stokehold, their intention being, it is alleged, to throw him into the furnace. However, it so happened that the Chief Engineer, Mr. T. W. Cowen, who was with the Second Officer on the top deck at the moment, heard the shindy and the yells of the assailants, which induced him to go down to investigate matters, and he was in time to prevent the assault from carrying out its purpose to effect. When the Chinese seaman saw the Chief Engineer coming to the rescue, they bolted up on deck.

The three men concerned in the assault were kept in custody, and the affair was entered by the master of the steamer, Capt. C. Plunkett, in his official log-book.

When the ship came into the Harbour yesterday the men were given up to the Police, and the case was put before the Harbour Master Captain Tylor, who considered it to be of a very serious nature and referred it to the Police Court Magistrate for trial.

When the case was opened before Mr. G. N. Orme at the Police Court to-day, Mr. D. J. Lewis, who acted for the prosecution, informed the Magistrate that the facts given in evidence would show that the three men nearly succeeded in what they were attempting to do, and that was to throw the Engineer into the furnace. As a matter of course, there was only a handful of European Officers and a large number of the Chinese crew on such steamers and the Officers would like the Court to assist them in maintaining the discipline of the ships by passing exemplary punishment on offenders as a deterrent to the rest. The attempt to throw Mr. Teyssandier into the furnace was a ghastly thing, and Mr. Lewis submitted that the Magistrate should consider on the evidence given the advisability of taking out a more serious charge than that of assault.

Evidence of the assault was given by Mr. Teyssandier. He stated that he received several bites and other injuries on his body inflicted by the three accused. As a consequence, there was a swelling on his right wrist which took a fortnight to heal. The doctor had congratulated him on the fact that he was lucky in coming out from his injuries with his life.

Witness then gave evidence from which the motive of the assault might be deduced. The greaser was formerly on the steamer *Chinbus* with witness, and during that time the greaser engineered an attack by some of the crew on the Second Engineer of the steamer. They were defeated in their plan by witness, who drove them back from the Second Engineer's quarters.

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RAYMOND ROCKING'S

"MARASCHINO"

FAMOUS LIQUEUR.

Obtainable from A. S. Watson, Co., Ltd. and the Leading Wine Merchants.

Sole distributors for China HOLLAND PACIFIC TRADING CO.

RICE SALES.

SARAWAK GOVERNMENT'S ACTION.

The following is published for general information by the Sarawak Government:—

On and after the 15th June, 1919, the Government will be prepared to supply all Members of the Government Subordinate Service, all Native Officers, and Government employees on the Pay List, dependant on imported rice, together with their wives and children, with rice at the price of 50 cent per *gantang*, in accordance with the following scale:—

Adults.—Male and female, 4 *gantangs* per mensem.

Children.—Who are dependant on their parents—over the age 12 years 4 *gantangs* per mensem; between 5 years and 12 years, 2 *gantangs* per mensem; between 1 year and 5 years, 1 *gantang* per mensem.

Heads of Departments will register as Employees and make returns on the lists provided at the Food Control Office of the names of all Government servants under their charge entitled to the above allowance, showing the full ration to which such Government servants are entitled under the Food Control Order 1919, and also in red ink the allowance of Government rice, and the balance of each man's rations.

Consumers' tickets will be issued entitling holders to purchase on their own account what rice is due to them, over and above the Government rice supplied.

Heads of Departments may draw the full allowance of Government rice specified on their returns for distribution amongst their registered employees; or they may give an advice of 50 cents per *gantang* rice supplied which the employee will change for a check at the Food Control Office.

It is advisable for Heads of Departments employing a large number of Government servants to draw and distribute the allowances of Government rice monthly in order to facilitate the working of the Food Control Office.

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NOTICE.

THE INDO-CHINA STEAM NAVIGATION CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Indo-China Steam Navigation Company Limited will be held at the office of Messrs. Jardine, Matheson & Co., Ltd., No. 6 Pedder Street, Victoria Hongkong, on Wednesday the 20th day of August 1919 at 11.30 o'clock in the forenoon when the subjoined resolution will be proposed as an Extraordinary Resolution viz:—

That the Articles of Association of the Company be altered, as follows:—

(1) By inserting in Article 31 after the words "upon all the shares" in the second line thereof the words "other than fully paid shares."

(2) By adding at the end of Article 88 the following words "but any director so appointed shall hold office only until the next following Ordinary General Meeting of the Company, and shall then be eligible for re-election."

(3) By adding the following new Article to be numbered 99a viz:—

"The Company may by a Special Resolution remove any Director before the expiration of his period of office."

(4) By striking out the word "forfeited" in the second line of Article 135 and inserting in place of such word the word "utilized" and by omitting the full stop at the end of such Article and by adding at the end of such Article the words "until claimed."

(5) By inserting in Article 141 after the word "served" in the sixth line thereof the following words "and two copies of each of these documents shall at the same time be forwarded to the Secretary of the Share and Loan Department, The Stock Exchange, London."

Should the above resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such meeting will be held on Wednesday the 10th day of September 1919, at the same time and place for the purpose of considering and, if thought fit, confirming such resolution as a Special Resolution accordingly.

By order of the Directors,
JARDINE, MATHESON & CO., LIMITED,
General Managers.
Hongkong, 1st August, 1919.

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PUBLIC AUCTION.

A Valuable Collection of Antique China and Curios.

The Undersigned has received instructions from Mr. Lah Ven Kee to sell by Public Auction on Thursday and Friday the 7th and 8th August, 1919. Commencing each day at 2.30 p.m. at his Sales Rooms, Duddell Street

A Valuable Collection of Antique China and Curios from the Sung to T'owkong Dynasties comprising:—

5-coloured, 3 coloured, blue and white vases, plates, bowls, flower pots, incense burners, figures, porcelains plaques, red lacquered vases and ornaments, very fine Pekin enamelled plate (European design), famille rose screens, 5-coloured lacquered screens, snuff bottles, agate, crystal and jade ornaments, bronzes, etc. etc.

Also

A few pieces of Soochow redwood comprising tables inlaid with blue and white panels (Yung Ching), curio cabinets and stands N. B. The undersigned will give a 2-weeks guarantee as to the genuineness of the articles offered.

On View from Tuesday, the 5th inst.

Catalogue will be issued.
Terms: Cash on delivery

Geo. P. LAMMERT,
Auctioneer.

NOTICE.

HONGKONG TRAMWAY CO., LTD.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of NINE PENCE per Share on account of the year 1919 has been declared.

The DIVIDEND will be payable on and after MONDAY, the 25th day of August 1919 to Shareholders on the Register on MONDAY, the 11th day of August 1919 and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/6 per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 28th July 1919.

NOTICE.

SHELL TRANSPORT AND TRADING CO. LTD.

NOTICE.—We have been requested by the above Company to announce that new shares will be issued at par to shareholders on the 15th June, 1919, in the proportion of ONE new share for every TWO old shares, fractions being disregarded.

Holders of "BEARER" Warrants should deposit their holdings not later than the 9th August, 1919, accompanied by payment of the equivalent of £1 Sterling for each new share claimed, with their Bankers who will stamp the warrants on the face thereof with the words "RIGHTS CLAIMED 1919."

Registered shareholders should pay to their Bankers the equivalent of £1 Sterling for each new share claimed, not later than the 9th August 1919.

For the Hongkong & Shanghai Banking Corporation,
J. J. HARR,
Secretary.
Hongkong, 11th July 1919.

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NOTICE.

A. S. WATSON & CO. LTD.

Owing to the greatly increased price of sugar, the price of all our SWEET waters will be advanced five cents per dozen, as from this date, until further notice.

A. S. WATSON & CO. LTD.
Hongkong, 1st August, 1919.

WISEMAN'S

HOME MADE CHOCOLATES

\$1.80 PER LB.

FRESH FROM OUR FACTORY EVERY MORNING.

PEEK FREANS BISCUITS.

A FRESH STOCK RECENTLY ARRIVED.

WISEMAN'S LIMITED

St. John's Cathedral Organ Recital

Monday August 19th at 8.15

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(From Our Own Correspondent.)

LITTER ON THE COURSE

PEER'S LAND SOLD FOR £37,890.
Part of the Hinchingsbrooke estate, in Huntingdonshire given by Charles II. to the first Earl of Sandwich, was sold by auction recently for £37,890. The famous Waterloo-steeplechase course was sold for £4,500. Some part of the estate has been secured by the County Council for small holdings for ex-service soldiers.

The outlook for English bon-

GOLF.

Although there is to be no open Golf Championship this year there is no lack of interesting matches. The next big professional event will be at Strath Andrews, which will bring together the chief professionals of England and Scotland. As at present arranged the cracks will engage in the medal round during the morning, whilst in the afternoon an international four-some will be staged. With such players as Vardon, Taylor, Ray and Mitchell doing duty for England, and with Braid, Duncan, Herd and Ayton representing Scotland, it will at once be seen that the possibilities of very exciting and interesting play are excellent.

Turning to amateur golf, the *Golf Illustrated* Gold Vase Competition on the mid Surrey course showed that there is no lack of high class players in the south at the present time. Bernard Darwin proved successful with a total of 153 for the 36 holes, made up of 76 for the first round and 77 for the second. It may be added that the best amateur record for the course is 69 which stands to the credit of H. E. E. Taylor and J. S. Worthington, whilst the professional record is 66 by J. H. Taylor. Mr. Darwin's score is two worse than the winning total which Mr. H. H. Hilton returned in 1914, whilst the lowest total yet recorded in the competition is 145 by Robert Harris in 1911.

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Corrected to August 1st 1918

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J. H. Green	H. H. Ray
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**GREENS OPENED AT
SHANGHAI.**

Before a large crowd of spectators and players the new Bowling Green at Wayside Park, Shanghai, were officially opened on July 26 in brilliant weather. The ceremony was performed by Mrs. Ed. White, and amongst those present were Mr. Ed. White, Acting Chairman of the Council, Mr. Jamieson (H. M. Consul General), Mr. John Prentice, Mr. A. P. Wood, Mr. A. W. Brankston and Mr. G. L. Campbell, President of the Shanghai Lawn Bowls Association.

Mr. R. C. Aitkenhead, President of the Yangtzepoo Bowling Club in introducing Mrs. White mentioned the great interest taken in lawn bowls by the residents of that district and as an instance stated that since 1915 the membership of his Club had increased by over 100 and there was such a demand for playing grounds that the Council had been petitioned to lay out greens in Wayside Park. This having been done the result was the two splendid greens now about to be opened.

Mr. Ed White officially declared the greens open and hoped that the residents of that district would have many happy and friendly games together for many years to come.

Mrs. White then threw a silver jack and Mr. White played two woods with excellent judgement after which Mr. A. W. Brankston presented Mrs. White with the silver jack and stand.

Mr. Jamieson also spoke and in a humorous speech alluded to the Scotch element that prevailed and said that in the case of possible rivalry he should pin his faith to the "West."

The match North v. South of Soochow Creek then took place and resulted in a win for the North by 42 points. Mr. T. Spring's rink won the Spoons by a margin of 18 points and Mr. J. Burnside's rink the Forks by a margin of 17 points.

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Mr. M. E. Asger	B. James
Mr. R. Almond	Capt. K. Larsen
W. H. Booth	Mr. & Mrs. Lum-
D. G. Burleigh	mis
Baylis	H. G. Lewis
de de Boer	J. G. Markly
H. Beavan	D. Mackintosh
Bawder	J. B. Meikle
G. Becke	J. Macfarlane
M. Clements	Mr. & Mrs. Moline
P. Curry	Mrs. L. M. Pearce
G. C. Carlson	Mrs. W. C. Pass-
G. C. Coomes	more
G. Chadwick	Mrs. A. Robert-
Choi Shing & son	son
D. Danby	J. Roche
G. G. Douglas	Mr. & Mrs. C. K.
W. Eborall	Richardson
Chan Fat	P. Slessor
L. A. Fry	R. K. Spencer
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Miss Farrell	Stewart and
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P. Fielding	C. C. Todd
Huggins	C. H. Turner
P. Hughes	T. B. Taylor
Master C. Ham-	Mr. and Mrs. W.
mes	Underwood
Mr. & Mrs. C. J.	Mr. and Mrs. G.
Hammes	B. Wittell
Miss F. Hammes	Miss Watson
Harrison	J. W. Woodward
J. Johnston	H. Walters
Mrs. J. John-	G. E. Wetton
stone	J. Welch

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A. Bastro	Mr. & Mrs. Merry
L. Boninell	and child
Bro. F. E. Camer	L. Mazun
ron	J. R. Morris
G. Chan	A. W. Neel
Diketa	Wm. Roas
A. Gnjle	J. O. Slater
Miss L. H. Hargrove	Miss Taylor
S. Hallberg	Capt. J. Thom-
F. Hapworth	son
Hennessey	Mr. & Mrs. Taylor
Mr. & Mrs. F. E. Hamilton	Mr. & Mrs. Vries
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What became of the drums of the North British Fusiliers when General Burgoyne's forces surrounded at Saratoga 140 years ago, now a subject of official interest, says a letter received from the War Office.

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Queenie Lloyd will sing of "Blighby."
La Petite Zilla will sing "I shall see you to-night" and "Mighty like a Rose."
Xaida Stella sings of "The Best Girl I Knew."
Queenie Lloyd sings of the "Home Defences."
Duet, "How'd you like to flirt with me" La Petite Zilla and Xaida Stella.

INTERVIEW

Xaida Stella will sing "Bombay" and "Where did that one go?"
 La Petite Zilla will sing "Hindustan."
 Queenie Lloyd, the Merry Widow, sings of her troubles and "Man."
 The Musical Weatherlys (Toots and Pop) in a Musical Quartet.
 La Petite Zilla with another love song.
 Concerted Number, "The Musical Academy."

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Department conveys a
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as to whether any drums
testimony and from
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this century. The
collected by a team
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It is believed it possible
from the British Army
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Demand	37 11/16
30 d's	37 13/16
60 d's	37 15/16
4 m's	38 1/16
T/T Shanghai	Nom.
T/T Singapore	154 1/2
T/T Japan	160
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	79 3/4
T/T Java	205 1/2
T/T Manila	Nom.
T/T France	37 3/4
Demand, Paris	373 1/4

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4 m's. L.C.	38 3/4
4 m's. D.P.	39
6 m's. L.C.	39 1/4
30 d's. Sydney and Melbourne	39 3/4
30 d's. San Francisco & New York	81 1/4
4 m's. Marks	Nom.
4 m's. France	5.93
6 m's. France	5.99
Demand, Germany	
T/T Bombay	Nom.
Demand, Bombay	
T/T Calcutta	Nom.
Demand, Calcutta	
Demand, Manila	164
Demand, Singapore	154 1/2
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1.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 11.00 a.m.	10 min.
11.00 a.m. to 1.00 p.m.	15 min.
1.00 p.m. to 4.00 p.m.	10 min.
4.00 p.m. to 8.00 p.m.	15 min.
8.00 p.m. to 11.00 p.m.	10 min.
11.00 p.m. to 1.00 a.m.	15 min.

NIGHT CARS.
8.50 p.m. to 9.00 p.m. 9.20 p.m. to 9.30 p.m. to 11.30 p.m. every 30 minutes 11.45 p.m.

SATURDAY EXTRA CARS.
12.00 midnight.

SUNDAYS.

7.30 a.m. to 10.30 a.m.	Every 15 min.
10.30 a.m. to 11.30 a.m.	10 min.
11.30 a.m. to 1.00 p.m.	15 min.
1.00 p.m. to 4.00 p.m.	10 min.
4.00 p.m. to 8.00 p.m.	15 min.
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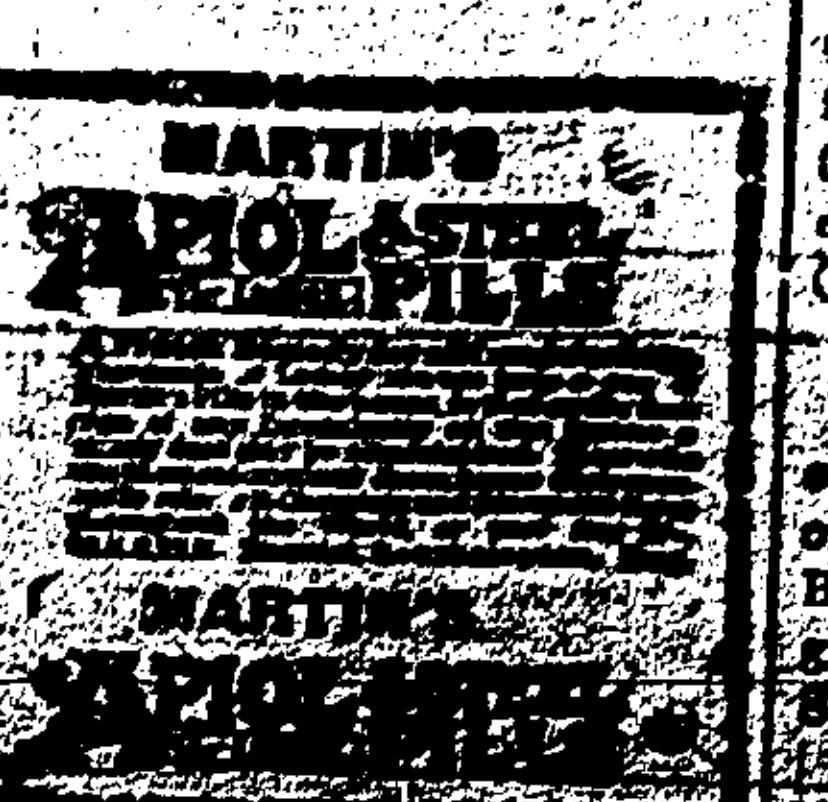
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Bangkok, Hongkong, Saigon, Shanghai, Canton, Yunnan, Pootung, Haiphong, Peking, Tientsin, Hankow, Phnom-Penh, Vladivostok, Hanoi, Pondichery.

IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

IN LONDON: The National Provincial & Union Bank of England Ltd, Comptoir National d'Escompte de Paris, Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. Interest allowed on current Accounts and Fixed Deposits according to arrangement. Every description of banking and exchange business transacted.

A SIRE Acting Manager Hongkong, October 21st, 1918.

BANK OF CANTON, LIMITED.

HEAD OFFICE HONGKONG.

FOREIGN EXCHANGE AND

General Banking Business

Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN.

Chief Manager.

THE BANK OF EAST ASIA LTD.

司公限有行銀亞東

Head Office

No. 2, Queen's Road Central.

Paid up Capital \$2,000,000.00.

Directors:

Mr. Fong Wai Tung, Chairman, Mr. Chow Shou Koo, Mr. Li Kow Lun, Mr. Kan Yung Po, Mr. Wei Ching Koo, Mr. Cheong Chee Shik, Mr. Wong Yee Tong, Mr. Chan Kai Wing, Mr. Fung Ping Shan, Mr. P. K. Kwok, Mr. Ng Chung Lok.

Chief Manager: Mr. Kan Yung Po.

Asst. Manager: Mr. Li Kow Lun.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum, and Fixed Deposits at the following rates:

For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

Can Tong Po, Chief Manager.

THE CHINESE MERCHANTS' BANK, LTD.

司公限有行銀華中

Head Office

No. 2, Queen's Road Central.

Paid up Capital \$2,000,000.00.

Directors:

Mr. Chow Shou Koo, Mr. Li Kow Lun, Mr. Kan Yung Po, Mr. Wei Ching Koo, Mr. Cheong Chee Shik, Mr. Wong Yee Tong, Mr. Chan Kai Wing, Mr. Fung Ping Shan, Mr. P. K. Kwok, Mr. Ng Chung Lok.

Chief Manager: Mr. Kan Yung Po.

Asst. Manager: Mr. Li Kow Lun.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum, and Fixed Deposits at the following rates:

For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

Can Tong Po, Chief Manager.

Asst. Manager: Mr. Li Kow Lun.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum, and Fixed Deposits at the following rates:

NOTICES

HONGKONG & SHANGHAI BANKING CORPORATION

Paid-up Capital — \$75,000,000.
RESERVE FUNDS—
Sterling — £1,500,000 at 2/6
Silver — \$31,000,000

Reserve Liability of \$36,000,000

COURT OF DIRECTORS.

Mr. J. A. P. Morgan, Chairman, Mr. J. P. Morgan & Co., London, Mr. J. A. P. Morgan, New York, Mr. J. A. P. Morgan, San Francisco, Mr. J. A. P. Morgan, Hongkong, Mr. J. A. P. Morgan, Shanghai, Mr. J. A. P. Morgan, Canton, Mr. J. A. P. Morgan, Pootung, Mr. J. A. P. Morgan, Haiphong, Mr. J. A. P. Morgan, Peking, Mr. J. A. P. Morgan, Tientsin, Mr. J. A. P. Morgan, Hankow, Mr. J. A. P. Morgan, Phnom-Penh, Mr. J. A. P. Morgan, Vladivostok, Mr. J. A. P. Morgan, Hanoi, Mr. J. A. P. Morgan, Pondichery.

On Current Accounts at the rate of 2% per annum.

On Fixed Deposits at the rate of 3% per annum.

For 3 months at the rate of 3% per annum.

For 6 months at the rate of 4% per annum.

For 12 months at the rate of 4 1/2% per annum.

N. J. STARR, Chief Manager.

Hongkong, 31st October, 1918.

